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1937 Buick 1938

SWAP N' SELL NEWS BULLETIN

842 Mission Hills Lane,
Worthington, Ohio 43085

ADDRESS CORRECTION REQUESTED



FIRST CLASS MAIL



Volume III, No. 6



William E. Olson, editor. 842 Mission Hills Lane, Worthington, Ohio 43085



**EXPERIMENTAL
NEW FORMAT~
see page 3.**



It's QUESTION TIME



We need to make plans now about the structure the Club will have for the Volume IV membership year, which begins on September 1, 1985. In particular it needs to be determined:

- (1) Whether the present two categories of U.S. membership -- bulk rate and first class -- will be continued, or whether we will eliminate one or the other.
- (2) What the 1985-6 dues should be.
- (3) Whether there should be any change in the format and/or size of the newsletter.

In order to answer these questions, I need the help and opinions of the members.



The last page of this issue is a questionnaire. PLEASE FILL THIS OUT AND RETURN IT TO THE EDITOR PROMPTLY.



Your answers to these questions will help to determine the future of the Club, and I warn you, I will entertain no complaints about any changes that may be made from any member who did not bother to make his views known.



Founded by Dave Lewis in 1980



Before going any further, one observation. I have considered the possibility of a longer newsletter published less often: that is, instead of an average of 30 pages nine times per year, a bimonthly of 40 pages or a quarterly of 60 pages. In my own mind, I have rejected these alternatives for these reasons: (1) the more often the publication comes out, the better is kept up the interest and spirit of the members; (2) likewise, the more often it comes out the better the Parts Exchange works; and (3) I doubt the majority of members would like such changes. Nevertheless, I have included questions on this in the questionnaire. (I have also considered a shorter newsletter published more often, but, friends, this is out: it would be more expensive to print and mail, and I simply could not manage it anyway.)

Set forth below is a projection of revenues and costs for the 1985-6 membership year. This is based upon the assumption that the total number of members will remain around 300. (At present, it is about 310.) I think this is a conservative and appropriate assumption. We will continue to publicize the Club within the limits of what we can afford; however, experience seems to show that the number of people joining and dropping out each year is about the same.

1985-6 Projection

Cost of one issue:

printing and collating.....	\$ 600.00
mailing (12.5¢ bulk rate).....	37.50
labels and membership list.....	20.00
	<u>\$ 657.50</u>

Annual cost:

9 issues x \$657.50.....	\$5,917.50
miscellaneous expense.....	700.00
	<u>\$6,617.50</u>

$\$6,617 \div 300 = \22.05 per member.

"surcharge" for first class: $(.56 - .125) \times 9 = \3.92

"surcharge" for overseas air mail: $(2.54 - .125) \times 9 = \21.74

Revenue from advertising I hope will be about \$300, but this cannot be counted on, and I have left it out of the foregoing; whatever we get will be a "contingency fund." From this you will see that there will need to be some adjustment in the dues. At present, the bulk rate members are probably paying a little less than the cost of serving them, and the difference is obviously being made up by the others. For the 1985-6 year, assuming no changes in format, I have tentatively concluded that the dues should be:

Bulk rate	- \$22
First class	- \$26
Overseas	- \$44

Another problem that must be addressed is the gradual decline in the number of bulk rate members. At present, there are 195 members on bulk rate, 109 first class, and 6 overseas. As you may remember, the minimum number of copies that may be sent in a bulk mailing under Postal Service rules is 200. If there are a few less I can manage the problem, but if another 20 or 30 people switch to first class, the whole dues structure will fall apart.

We therefore need to get as clear an idea as possible, before I ask for membership renewals, whether we can maintain the two-class structure, or whether one or the other class must be eliminated. I cannot afford any unpleasant surprises. If we again offer a bulk rate membership and only 150 people sign up for it, I will have only three alternatives: (1) ask these people for more money; (2) put all members on bulk rate, thereby depriving the first class people of what they paid extra for; or (3) mail two issues at once to a rolling group of bulk rate members. Each of these is plainly undesirable.

One of the important functions of the questionnaire is to tell me whether, or to what extent, we will have to face and deal with this problem. Because of the way bulk mail is treated by the Postal Service -- it can take up to 8 days to go 50 miles, and up to 3 or even 4 weeks to go to some western states -- my personal feeling is that we should solve the problem permanently by eliminating bulk rate memberships altogether. In support of this, you will notice that under the present postal rate structure, bulk rate dues will have to be raised to \$22, and the difference has narrowed from \$6.00 to \$4.00 per year. This seems to me a small price to pay for the benefits of first class delivery, but I realize that some people must watch the dollars very carefully. Another possibility is a discount for people who are retired and living on pensions; at this point, I'm not sure I want to try this.



A BETTER FORMAT ?



Some people have said they'd like to see better physical quality in the newsletter. One thing that could be done is a more "magazine-like" format: that is, use 11 x 17 paper folded in half and stapled on the left-hand side through the fold, which results in the 8½ x 11 format that is familiar to you. This, along with a heavier (60 #) paper, would make a very nice-looking product, probably a bit easier to read and to store. The only physical disadvantage is that one can add or subtract pages only in fours. I can do this easily, and in some cases give you better photo reproduction to boot. The only question is: do you want to pay for it? To do this would increase the annual dues by less than you'd think: about \$1.80-2.50 depending on the size and number of photos. I might be able to do it for a little less, especially if we can increase commercial advertising. I would like to do it, since I think it will give the Club a better image, maybe bring in more members and more advertisers, and make everybody feel even better about belonging.

This discourse has already gotten much too long, and I feel like I have written a paper to be presented at the Annual Institute of the Society for the Inspection, Classification and Preservation of Peruvian Anthills.

So, dear friends, please give all this a little thought, and give me your opinions.

I decided to try this so you could judge for yourselves.

Please tell me your opinions.

— Bill

Want to get married?



Jan 16, 1985

To Bill

Automotive Legends Inc. began as a gleam in my eye about a year and a half ago when I decided to operate a part-time limousine business featuring antique and classic cars.

Long Island presently has about 250 limousine companies and atleast 150 Rolls-Royces available for weddings, proms, etc. I therefore decided to use a vehicle that was decidedly different and unique.

I chose the 38 Buick 91 for several reasons. These were; it's good looks, availability and relative low costs of parts, its rarity (certified CCA classic) and lastly its roominess. When compared to Rolls Royce and Bentley 5 passanger vehicles, the Buick 91 seems spacious. I've also installed two champagne bars in the rear storage spaces which has been an excellent selling point. The remainder of the car is all original with the exception of a repaint close to the original silver blue color available at that time.

Interestingly enough, I purchased the car from a limousine owner in the Philadelphia area who found use of the car to be too unprofitable for full time use. Naturally, I always maintain the car in top mechanical condition.



PROUD 1938 OWNER

The only drawback has been the lack of air-conditioning and general poor heater-defroster-climate control in the car. I've recently purchased a rear air-conditioning unit from Classic Auto-air of Florida which I hope to install shortly. If any readers have had experiences air-conditioning classic cars I'd love to hear from them. Classic Auto Air has a 13" condensor which should fit nicely in front of the radiator. Mounting the compressor to work off the water pump should be the real trick.

Lastly, I'd like to leave you with this thought, These cars were made to run, not to sit idle in garages most of the time. In my opinion, the more I run the car, the better it performs. Last year I did 40 weddings and I hope to double that number this year, And the enjoyment I get from the satisfied young customers, most of whom never saw a car like this, has been most gratifying.

I've attached a business card and a picture of the car. Unfortunately I don't have the time right now to take interior shots but I'll forward them to you another time. By the way, the car rents for \$165. for three hours and \$40. an hour during the week.

514 UNQUA ROAD, MASSAPEQUA, NY 11758

*Chauffeured Antique and Classic Limousines
for All Occasions
Regular Limousines also Available*

Sincerely,

Bruce
Bruce Sackman (#499)



Bruce Sackman's 1938 Limited

Thanks, Bruce!



Odds & Ends



MORE BELATED CONGRATULATIONS. Dr. Paul Cusano (#052) of Hasbrouck Heights, NJ received a Junior First last fall at Hershey with his 1938 40C. Good show! We hope to have more about this car in a future issue. Paul has also ended my 1938 Radio Manual search almost before it began -- see his ad in this issue.

MOVIE TIME. Charles Reimer (#469) of New Milford, CT suggests we watch for this one on cable TV or at an "oldies" theater: "Invisible Stripes" (1939) with Humphrey Bogart, George Raft, and William Holden, and starring '37, '38 and '39 Buicks in action. If you care, the official plot is something like this: a reformed ex-con tries to prevent his kid brother from going wrong. Sounds like my kind of flick. Thanks, Charles.

ERRATUM. Goofed again! I am just no good at all on numbers, which is why I became a lawyer and not a slide-rule-slipper or bean counter. In the Don Huff story on page 28 of Issue 5, I should have said that Don bought his '37 Century in December 1936 (not 1937), which in fact is what he did. Apologies to Don and to "Old Faithful."

COMING ATTRACTIONS. In a future issue, we will show you a member of this Club who, in addition to being a world traveler, published author, and expert in a form of propulsive machinery far more weighty and complex--and regrettably now far more scarce--than mere antique cars, is part owner of a 1937-made device that recreates the past in a manner that not even Doug Nelson can match. Who and what is this? As they used to say, STAY TUNED!

MOVE OVER, MOORE! EDITOR MAY BE IN THE PULPIT NEXT! Now and then I receive some nice encouraging mail, but the following message, from Paul Culp (#508), one of our new members, is heady stuff indeed.

"The Club that Dave Lewis founded in 1980, and your orchestration as its Editor, is an answer to prayers! When I received the application with a description of the newsletter, it appeared pretty good so I joined in a few days. Now that I've seen the black & white pages and its wealth of information -- I am no longer an orphan in the land of Fords and Chevys but part of the Buick family! Truly a rebirth!"

Having ended his wandering in the wilderness, Paul is welcomed at last into our tent. Thank you, Paul; I must say of course that I like this kind of mail, but it makes me a little nervous. Beside the possibility that such praises will go to my head and cause me to try a walk across Lake Erie, I am worried about keeping up to the praiseworthy standard. And that leads me to quote a famous author: myself. This rag does not and cannot spring forth from my head full-grown, as Athena from the head of Zeus. Nor do I find it graven on tablets. In the end, I can "orchestrate" (an aptly-chosen word) til I turn blue, but unless there is an orchestra, there will be no music. And who are the performers in this orchestra? Why, friends, need I ask such a question? THEY ARE YOU!

— Bill

THE **BUICK** self-shifting transmission

Story by Jim Campbell (#134)...

Several years ago, Charles Cooney, Executive Engineer with Borg-Warner, asked me to do an SAE paper on the Buick semi-automatic transmission for the SAE mid-year meeting in Dearborn, Michigan in June of 1980. Mr. Cooney "twisted my arm" because I owned one of the semi's since 1973 and was employed as a design engineer with Buick's Product Engineering. Fortunately, Buick agreed to let me go ahead and research the project and I was able to find most of the required microfilm data in the Buick archives. The resulting presentation was put together with the help of GM Photographic Dept. (one carousel's worth of 35 mm slides). I would be happy to make this presentation for the 1937-38 Buick Club if you think there's any interest.

As you probably know, the semi-automatic was offered by Buick only in 1938 and only in the 40 series. Buick called it the "Self-Shifting" transmission. Olds offered essentially the same transmission in 1937, 1938 and 1939.

I guess my first exposure to a Buick self-shifter was in the late 1940's when a body-man who worked in my dad's Buick agency was trying to obtain parts for his 1938 Special opera coupe. Even at that time, parts were scarce for these units. Eventually this car was converted to a conventional synchromesh transmission, as I'm sure was the fate for many of these vehicles. My interest was further stimulated a year or two later when I happened onto one of the original operation and overhaul manuals for the 1938 self-shifter. Although, I'm now over fifty years old, I believe that in my lifetime I've seen less than ten 1938 Buicks and perhaps twenty-five Oldsmobiles (1937 thru 1939) equipped with the semi-automatic.

My '38 is a black model 41 with radio, heater, and taupe mohair interior and had about 45,000 miles on the odo when purchased in 1973. The original owner, Jim Bigue, a grocer in Waterbury, Connecticut, stored the car in a basement-level garage under his store which helped to preserve the woodgrain, interior and window channel rubber. Unfortunately, Mr. Bigue at 4 ft. 11 inches tall and in his late 70's, had a difficult time with parking maneuvers, managing to wrinkle all the fenders at least once. His wife successfully talked him into giving up driving, although I later found he reneged on this promise and purchased a new 1969 Buick Special! Mr. Bigue had sold the '38 to John and Susan Hooker of West Simsbury, Connecticut where Susan used it as an "occasional second car" for several years. I, in turn, purchased it from the Hookers.

My wife, Carol, used the car in much the same manner as Susan and the car remained pretty much the same except for a complete brake system overhaul and a rebuild of the self-shifter. At the time of the transmission rebuild, I had obtained another semi from a '38 Olds which had incorporated many of the suggested service changes, including a rear servo check valve; and I was able to mix and match the best components from each to make a nice wear-free unit.

At the moment Dave Lewis and I are planning the restoration of this car and I hope to give you some results of that effort at a later date.

Driving the semi is a combination of manual and automatic transmission operation. There is reverse, neutral, and two forward operating ranges-- "low range" which limits operation to first and second gear; and "high range" which has first, third and fourth gears. First gear in "high range" is a quirk of the design. The transmission is always in first before the car picks up a few miles an hour to develop enough oil pressure to enable any hydraulic shifts to be made. Garage maneuvers are exactly like a manual since the clutch pedal must be used to start the vehicle, forward or reverse. Once the clutch pedal is used to start forward motion, the car is fully automatic, progressing from first to second gear and continuing in second till the driver manually pulls the lever into "high range" (without use of the clutch) and the shift is made to third then fourth, or directly to fourth depending on vehicle speed and throttle pedal position. The semi also has "passing gear" capability (4th to 3rd downshift) simply by depressing the accelerator. All "in-motion" shifting sounds and feels very much like current automatics.

Bill, I thought I'd list a few key facts of the semi that may interest other Club members:

- Option cost \$59.75 in 1938
- 3880 Buick self-shifters had been built (out of 143,301 1938 40 series built--2.7%) when Buick terminated the option mid-model year because of durability problems.
- Olds estimates about 7% of its cars had "automatic safety" transmissions; Olds introduced it in the late '37 model year on straight eights, and it was available in 1938 and 1939 on both sixes and eights.
- All the above were built in Buick's factory 66--probably less than 30,000 total, 1937 thru 1939. The core of engineers at Olds and Buick who developed the semi went on to staff the Detroit Transmission Division of GM, currently known as the Hydramatic Division.
- Components that differ between "self-shifter" and "synchromesh" transmissions on the '38-40 series:
 - bell housing (lower attaching holes counterbored)
 - clutch driven disc (torsional damper tuning)
 - clutch release bearing support and wave washer (specific)
 - transmission mount and steady rest (specific)
 - torque tube and prop shaft (shorter) and axle ratio changed (3.6 or 3.9 vs. 4.4)

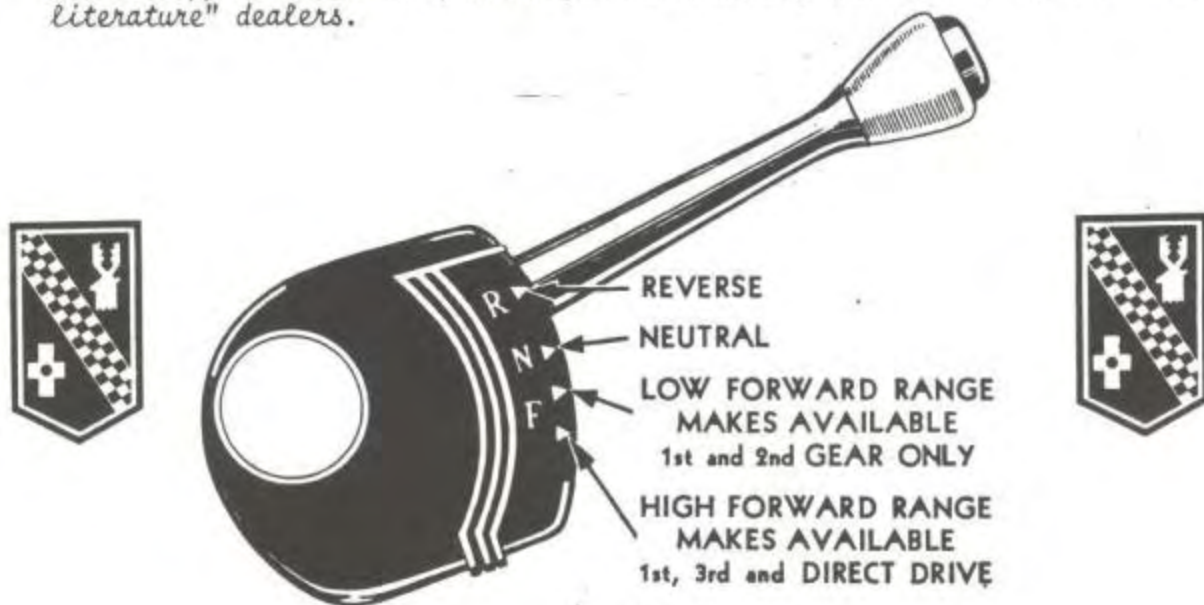
- mast jacket (column shift)
- throttle linkage and accelerator pedal (specific with TV linkage)
- front floor center panel (without shift lever hole)
- floormat
- combination fuel/vacuum pump (like upper series cars)
- speedometer drive (cable length)

As you can see, to change one of these cars to or from a self-shifter is almost a two car side-by-side swap.

Jim Campbell (#134)

* * * * *

My thanks to Jim for this interesting and informative story. In case you haven't guessed, Jim is a design engineer at the Buick headquarters in Flint. Maybe we can come up with a way in which at least some members can see the slide show; this year's BCA Great Lakes Region meet is one possibility. I have included here some technical and advertising material on the self-shifting transmission, so that you can get some idea of what was inside and how they were sold (or attempted to be sold) to the public. The truth seems to be that, while Buick was selected by GM to build the unit, Buick Division management was never very enthusiastic about it. The transmission was pretty much of a failure, but Jim thinks this was due as much to the car owners' failure to learn how to operate it properly as to any inherent deficiencies in the unit itself. In any event, after Buick's brief fling with the "self-shifter" in 1938, it did not return to the automatic until the first Dynaflo in 1949. There are very few of the 1938 transmissions left; I suspect many of them joined the Pierce-Arrows, chain-drive Macks, Kissel White Eagles, steam tractors, and other great stuff that disappeared into World War II scrap drives. But, if anyone has or comes across one, it is helpful to know they can be made to work decently. I have some additional service material on these transmissions (send SASE if you want a copy) and there is a 1938 Shop Manual Supplement on them, which you can probably find at one of the "auto literature" dealers.



BUICK-OLDSMOBILE SELF-SHIFTING TYPE TRANSMISSIONS



Lubrication, adjustment, servicing, removal and installation instructions omitted.

Optional Equipment On:

BUICK SPECIAL EIGHT, MODEL 38-40 (1938)
OLDSMOBILE SIX, MODEL F-38 (1938)
OLDSMOBILE EIGHT, L-37 (1937), L-38 (1938)

IMPORTANT NOTE FOR TOWING CAR:—These instructions supersede previous recommendations:

To Tow Car—Disengage clutch and block in this position. Do not operate engine. Move control lever to second forward or 'high' range.

To Start Car by Towing or Pushing—Disengage clutch, place control lever in second forward or 'high' range. When car speed of 10 MPH. is reached, turn on ignition and engage clutch (engine will be driven through third gear).

DESCRIPTION:—Consists of an entirely self-contained unit mounted on clutch housing in place of regular transmission and made up of two separate gear systems: (1) Head Set controlled manually by shift lever under steering wheel, (2) Automatic Planetary system operated by oil pressure, controlled by shift lever, throttle lever and speed governor.

Head Set—Similar to conventional transmission and provides Reverse (Shift lever in 'R' position), Neutral (lever in 'N' or 'Off' position), Forward or Direct Drive (one speed only, head set engagement same for both 'F' positions on Buick, 'L' and 'H' positions on Oldsmobile).

Planetary System—Consists of two planetary gear reduction units (rear unit has double set of planetary gears but operates as a unit) providing four forward speeds automatically. Each planetary unit has a multiple disc clutch (engaged by oil pressure, disengaged by springs) and a brake band operated by a Servo in the bottom of the case (bands applied by springs, released by oil pressure). When the brake band is engaged and the clutch disengaged, planetary unit affords a speed reduction; when the band is released and the clutch engaged, the planetary unit is locked and affords a direct drive. All four gear ratios are secured by combinations of the two planetary units as follows:

- Low—Both planetary units operating in tandem.
- Second—Front unit locked, rear unit operating.
- Third—Front unit operating, rear unit locked out.
- Fourth—Both units locked out, straight drive.

First and second speeds are available with shift lever in first 'F' position on Buick, 'L' position on Oldsmobile (car will start in first with control lever in second 'F' or 'H' position and quickly shift to third but this practice not recommended by manufacturer). Third and Fourth or Direct Drive are available with shift lever in second 'F' position on Buick, 'H' position on Oldsmobile. Particular gear ratio engaged depends on shift lever position, car speed (governor control), and throttle position (accelerator pedal interconnected with governor linkage) so that while the transmission gear ratios normally shift up from first through second and third to fourth automatically as the car speed increases, the shifts can be delayed by a more-than-normal throttle opening and it is possible to shift back from fourth to third at will for acceleration by depressing the accelerator pedal to a position beyond the wide open throttle position (at car speeds below 58-62 MPH., above this speed throttle is locked out so that fourth or direct drive is operative regardless of throttle position).

TROUBLE SHOOTING:—Causes of transmission troubles may be determined from following table.

Transmission Fails to Shift:

1. From High to Low (or shift is delayed) with cold oil—Oil is too heavy. Change to lighter oil. See oil recommendations in Lubrication section.
2. From Fourth to Third (or pedal pressure excessive)—Throttle control lever adjustment wrong (rod too long); See Adjustment section above.
3. From Low (shift lever in either low or high position)—No oil, Pressure Regulator sticking, oil pump not working, oil leaking inside case. Check oil level, see that pressure regulator valve is free in body, check oil pump with pressure gauge, inspect for leaks.
4. No Automatic Shift (1st to 2nd, 3rd to 4th)—High unit or valve not working properly. Valve sticking. Governor defective or linkage binding. Check governor setting (see Adjustment section), see that linkage is free and not binding.

Transmission Shifts Incorrectly:

1. Automatic shifts (1st to 2nd, 3rd to 4th) are erratic or occur at wrong speeds. Governor out of adjustment. See Adjustment section above.
2. Shift from First to Third is severe or violent—Throttle control lever adjustment incorrect (see Adjustment section), clutch plates defective or scored. If this action noted at low speeds after high speed driving, oil may be too light.
3. Transmission slips when shifting from First to Third. Pressure downshift (3rd to 1st) is below 4 M.P.H. with hot oil. Throttle control lever adjustment incorrect (see Adjustment section), clutch plates defective or worn.
4. Same as No. 3 except that downshift is too high (10 M.P.H.). Transmission may hunt or shift rapidly between first and third. Internal oil leak in transmission allowing oil pressure to drop at high speeds.

Shift Lever will not move between High and Low while car is operating.

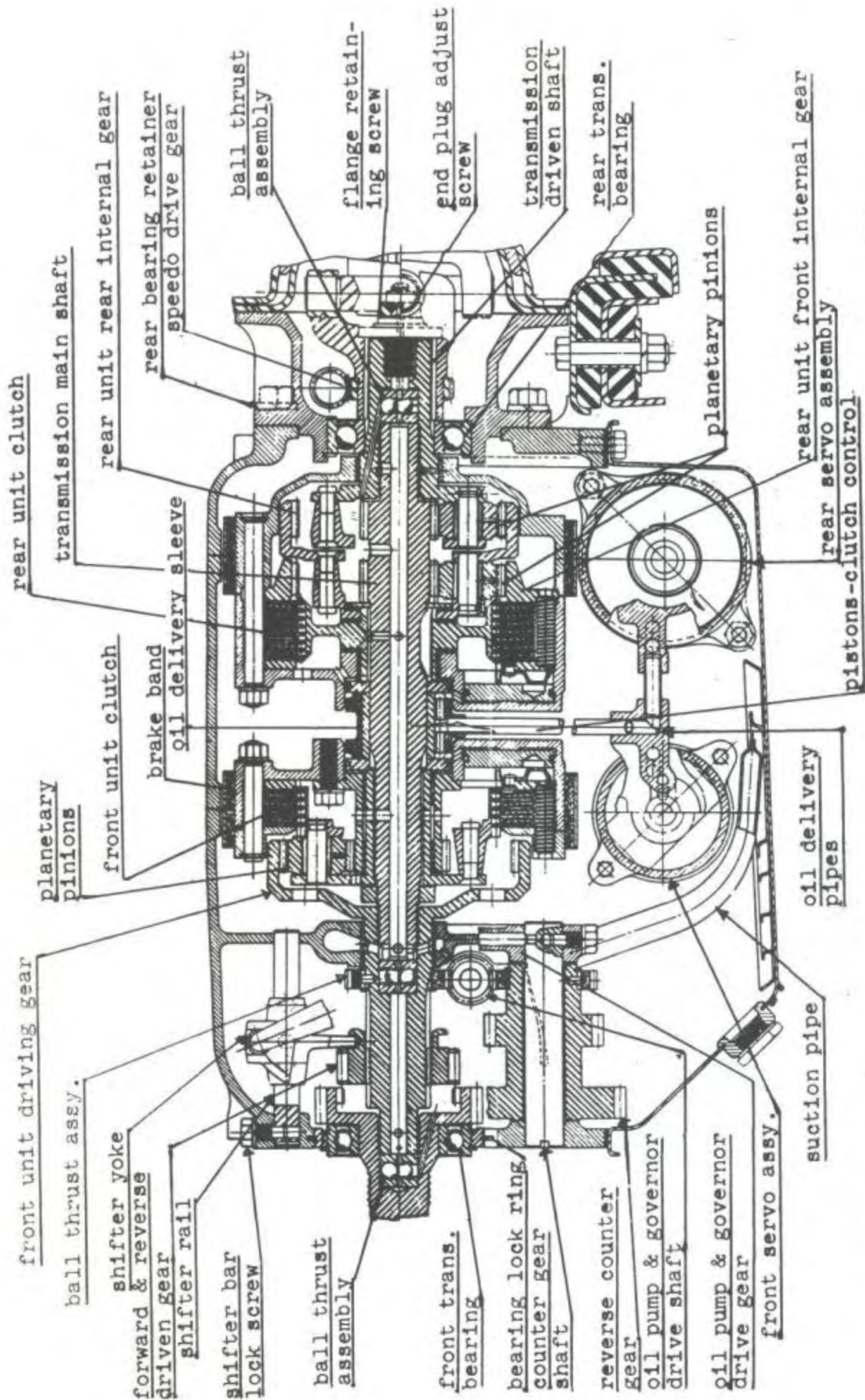
1. Detents in shift lever and transmission not aligned. See Manual control lever adjustment.

Transmission is Noisy:

1. Loud chatter or rattle in transmission with excessive accelerator pedal vibration. Air in system caused by low oil level. Check oil level.
2. Slight buzzing noise in transmission with light pedal vibration. Caused by oil pressure regulator when oil is cold. Not serious. May be corrected by replacing oil pressure regulator or spring, or oil pump assembly.



BUICK



BUICK-OLDSMOBILE SELF-SHIFTING TRANSMISSION

SURE, BUICK'S GOT AN

It's a plus in this most modern chassis distinguished by the new **DYNAFLASH ENGINE** and **TORQUE-FREE SPRINGING**



YOU may be one of the growing number of motorists who want a dependable automatic transmission on their new cars.

Buick has one ready for you, thoroughly matured and tested—not a gadget or attachment, but an integral part of the chassis, built into it at the factory.

This new Self-Shifting Transmission is offered for 1938 on the Buick Special, Series 40 models at extra cost, and provides all these features which motorists say they want:

- (3) It is sensitive in its shifting both to the speed of the car and wish of the driver
- (4) It provides a cruising gear for increased economy without the "runaway" of free wheeling
- (5) It provides instant pick-up when in cruising gear for passing or hill-climbing

No other type of transmission does all these things, or provides in like measure the benefits of increased flexibility, 80% less clutch operation, longer engine life, greater gas mileage and greater convenience and safety.

Fifteen minutes in a Buick Special with Self-Shifting Transmission will make you thoroughly at home with a new, easier, thriftier method of car operation.

More than that, it will let you sample the two outstanding automotive engineering triumphs of the year: the thrilling and thrifty DYNAFLASH engine and TORQUE-FREE SPRINGING—sources of the 1938 Buick's incomparable stride and ride!

BUYER'S DIGEST OF THE 1938 BUICK

NEW DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—world's ablest right, with a cyclone in every cylinder.

TORQUE-FREE SPRINGING—unwearing, smoother ride, lengthened tire life, greater anti-slip safety. No shackles, no grease points.

TORQUE-TUBE DRIVE in chassis sealed against dirt, water, wear.

NEW QUIET ZONE BODY MOUNTING—scientifically isolates body from road and road.

ANDLITE PISTONS, durable, long-lasting, light as airy but tough as iron.

AEROBAY CARBURETOR patented after air-purge practice for untiring fuel feed.

NEW BULL'S-EYE STEERING holds car on line with minimum steering wheel movement.

TIPTOE HYDRAULIC BRAKES give safe, sure, smooth stop with a toe touch.

KNEE-ACTION FRONT SPRINGING in permanent, constant-rhythm balance with road.

UNSTEEL BODY BY FISHER with built-in jumbo luggage compartments on all closed models and safety glass throughout at no extra cost.

BUILT-IN DEFROSTER connections and new-made wiring on all models.

AUTOMATIC TRANSMISSION optional at slight extra cost on all Buick Special models.

NO OTHER CAR IN THE WORLD HAS ALL THESE FEATURES

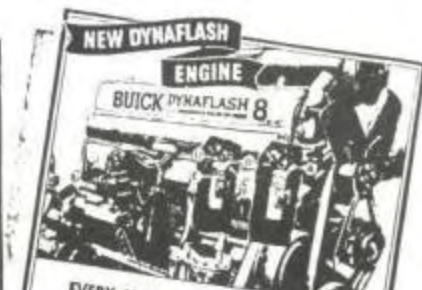
(1) It shifts itself once the car is under way

(2) It provides a selectivity of gear ratios to meet all requirements



A SAFETY CUSHION ON EACH WHEEL

Buick replaces the usual leaf spring with this special spring (A) of steel coiled steel and big direct-acting Transflex (B) shock absorber (B). Rigidly aligned by Torque Tube (C), rear axle and wheels cannot twist or shimmy, cannot affect steering, greatly reducing danger from skids. No shackles, no grease points, no chatter, no premature wear and tear from wheel-slip.



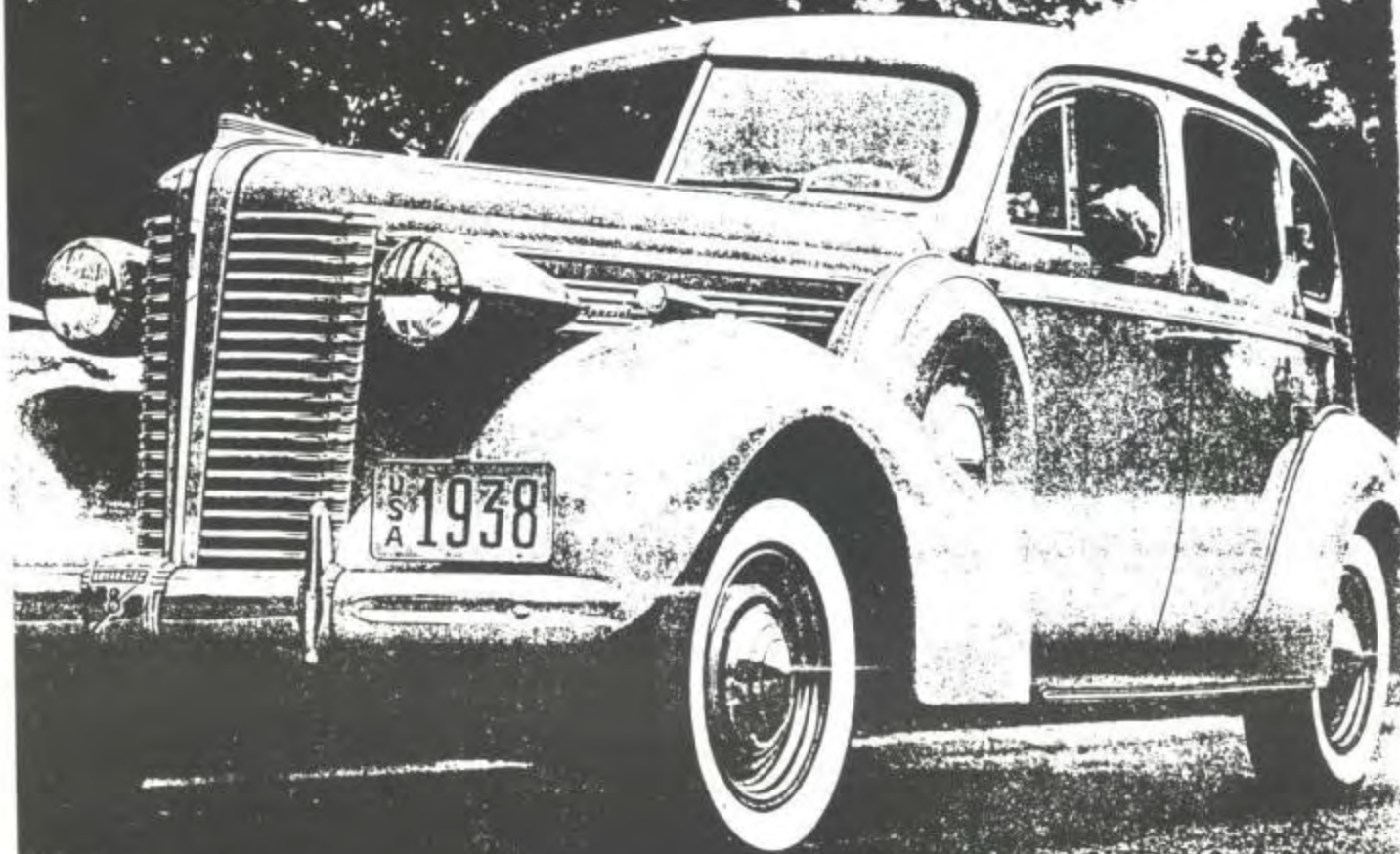
EVERY SPARK SETS OFF A CYCLONE!

Reaching into the cylinder at speeds as high as 200 miles an hour, the fast charger (A) strikes the Turbulator (B) built into the piston and supercharges it with compressed air (C) from the exhaust valve. Spark (D) flashes into a flame which drives piston (E) with almost 10% stronger power than from same volume of gas.

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

AUTOMATIC TRANSMISSION

.. and it's a DANDY!



"Better buy Buick!"

A GENERAL  MOTORS VALUE



TECHNICAL TIPS



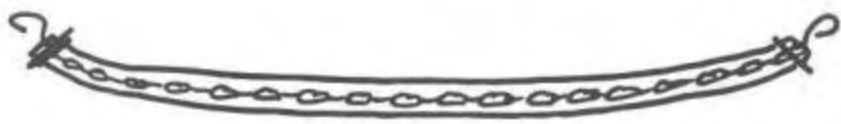
EXPORT MODEL SPEEDOMETERS. For those of you out there in the bush who have (or ought to have) speedometers calibrated in kilometers, Ed Doucette (#220) who works at Clark AFB in the Philippines says: "I was reasonably successful in having the speedo face reproduced here. The silk screen shop I deal with still has the silk screen and I can have them run another batch." This is Ed's address, as I have it: PSC #1, Box 4738, APO, San Francisco, California 96286. However, I am not sure whether an APO address works for mail originating outside the U.S. and Canada. Any Australians who wish to contact Ed may write to me and I will forward. (U.S. APO and FPO addresses are primarily designed for members and employees of U.S. armed forces overseas.)

LEVER-ACTION SHOCK ABSORBERS. Lever or "knee-action" shocks that are leaking fluid but not otherwise bad can be restored to function by the use of motorcycle hydraulic shock fluid. According to Mike Adler (#104) of Englishtown, NJ, this fluid has a sealer in it that will cure oozing leaks, and it can be purchased at motorcycle dealers or parts stores. Thanks to Mike for this helpful hint.

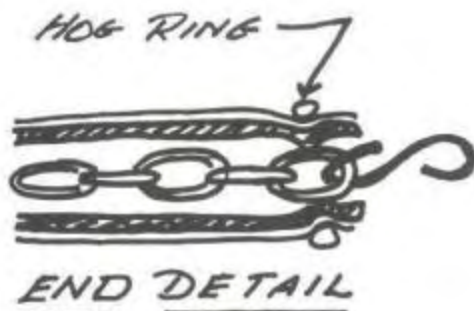
ROBE CORDS: NOW WHY DIDN'T I THINK OF THAT? I was looking for a robe cord, and received the following from Ed Doucette (#220), our member in the Philippine Islands, whose fine export model '38-41 has been featured in previous issues.

"You can make one very cheaply with materials bought at most hardware stores: $\frac{1}{2}$ inch ID thick-wall rubber hose cut to length (make sure it is long enough to go up into the escutcheon plates to hide the ends); any chain that will fit inside the hose; two hog rings; a pair of S-hooks. See drawing. I covered mine with the windlace covering that I used on the interior windlace."

This is one of those things that's so neat, so obvious, and so straightforward, that it should occur to almost everybody; am I the only one who never thought of it? Thank you, Ed. Drawing appears below.



SECURE EACH END WITH A HOG RING AROUND OUTER COVERING AND HOSE.





TECHNICAL TIPS



QUESTION: SILICONE BRAKE FLUID. Has anybody tried this? I've heard various reports about it. One thing that seems clear is this: it will work well only if you thoroughly purge the system of all old hydraulic fluid and restore or replace all cylinders (or make sure they're in real good shape) before you put it in. Please give me your experiences and opinions.

HARD TO START? Your car, I mean. According to Don Lobner (#378) of Olathe, Kansas, 1938 40-series cars that are hard to start can be helped by the substitution of a large-series starter, which has four field coils instead of two. No other modifications are necessary for the switch, as the two starters have the same external dimensions. The large-series starter has more torque. (The 1937 Shop Manual says that the 40-series 1937 starter, Delco-Remy 734-Z, is not interchangeable with other models because there is a difference in the mounting flange.) Other things can be done to help cars that are hard to start. Besides the more-or-less obvious things such as checking for correct choke operation and ignition timing, one can invest in a high-output battery. The 1937 and 1938 specifications call for batteries of 100, 110, or 120 amp.-hour capacity, depending upon year and series. Six-volt, 135 amp.-hour batteries are now available. Check with a big storage battery dealer in your area; a look through the Columbus, Ohio Yellow Pages ("Batteries-Storage") turned up five such firms here, one of which advertised a specialty in antique cars. We like to say "they don't make 'em like they used to" but with batteries (and tires) this just ain't so. Modern batteries are just plain better than anything made in the 1930's. While we're on the subject of batteries: a good idea for winter storage -- or for any times when you don't run your car for a period of months -- is to disconnect the battery. Even if you don't have a clock, elderly electrical systems can sometimes dribble current out in mysterious ways. A way to make this easy, especially with the under-the-seat 1937 battery, is to instal a master disconnect switch in the positive cable under the hood. These switches are advertised in Hemmings for \$20; \$40 for key lock version.

1937 SERIES 80 & 90 - REAR END BEARINGS & SEALS. Here is a very useful tip from Dave Lewis. For those of you that have had a difficult time finding bearings and seals while overhauling a '37 Roadmaster or Limited, Dave has found the following current part numbers that will help you. All the items listed Dave found in stock at a bearing supply house in Springfield (Illinois Bearing Company, 2840 Via Verde, Springfield, IL 62703; 217/529-8515); if you can't find them locally, try Illinois Bearing or Penn Ball Bearing Company of Philadelphia (call 215/423-3105, or see their Hemmings ads).

- 2 - Rear Inner Seals: #40286 NATIONAL or #16362 C/R
- 2 - Rear Outer Seals: #403705 NATIONAL
- 2 - Rear Axle Bearings: #C-1508 HYATT
- 2 - Rear Carrier Bearings: #210K FAFNIR

These are all the bearings and seals you'll need for a complete rear end assembly overhaul.



TECHNICAL TIPS



ANOTHER WRINKLE FINISH PAINT. Ed Bohn (#199) of San Mateo, CA has discovered another brown wrinkle finish paint: Brown 16-1336 by "Seymour of Sycamore" (917 Crosby Avenue, Sycamore, IL 60178). Ed sent me a sample, which I sent on to Dave Lewis. We think it looks good. Thanks, Ed.



Members: I recently called the Ditzler company on some paint numbers I needed. I called the Color lab as the article in last months Newsletter suggested. I too found them to be very helpful. Upon asking a few questions I found out some things that might interest the members. Ditzler takes the old color chips from 37/38's and comes up with a current "Close Match" by eye only. They are not using any formulas, just their eyes to come up with, in their opinion, is a Close Match. They will then give you their current paint number in Lacquer or Enamel. I would suggest you then go to your local Ditzler Dealer and Look at the color Chip and decide if you like it or not. Since the Color Chips of today are not 100% accurate, you can imagine what were trying to do with 48 year old chips. I feel the bottom line is you should decide if you like it first, and then buy the color. You should always stay away from "High Metallics" if you want the car to be original. The metallics that were used in 37/38 were very slight. I also think we should all Thank the Ditzler company for their efforts to lead us in the right direction as it sure helps to at least see a current color chip that is at least a "Close Match". For those of you that are "Dupont" customers, the Ditzler numbers can be crossed over by your local paint store.

Alex

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From a 1937 Spotlight Ad:



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Makes Night Driving as Easy as in Daytime

Every car should have Safetylight, the world's most powerful driving light. It enables you to drive at night without fear or strain . . . absolutely conquers glare from approaching cars and shows the road so far ahead that you can drive rapidly with safety. Fits any car, old or new. Approved by leading car manufacturers and sold by their dealers. Cost (\$16) can be included in new-car finance. Get Safetylight and be safe!

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Safetylight

WORLD'S MOST POWERFUL DRIVING LIGHT



1938 Radio Manual Found



Engineering Information for 1938 Buick Factory Manual Reprints. Very helpful on restoration. _____ \$15.00 postpaid

1938 Buick Radio Manual. Excellent reprint. _____ \$ 8.00 postpaid

Both for \$22.50. 1938 parts substitution list included free with order.

PAUL CUSANO (#052). 266 Passaic Ave., Hasbrouck Heights, NJ 07604.



TECHNICAL TIPS



"HOOD LACE" Installation 37/38 Buicks;

The Hood Lace that is available today has the same outward appearance as the original. It is however made differently because it is not available (To my Knowledge) with the wire built in the center. Since the wire is missing you must attach the lace differently than it was originally. The lace that runs around the Cowl section is cut in two halves. The lower end is attached by a screw with a small metal plate. This screw and plate can be used again to attach the new. Starting at the lower screw, pull the lace upward and using a very small bevel headed sheet metal screw, attach the laceing about every six to eight inches by drilling through the lace into the cowl. When the small screw is tightened it will counter sink its self to a point that is hardly noticeable. When you reach the center of the cowl it attaches as the factory did with a larger sheet metal screw. Repeat the same on the other side and you will have a very nice installation that will look factory. For an extra touch you could find a dark brown paint and touch the heads of the screws to make them even less noticeable.

QUESTIONS ANSWERED



... by Dave Lewis

Question; I have been told that the Ignition switch assembly was originally painted the wrinkle finish brown and that the steering column from that point on, was also painted in the wrinkle finish. Mine is painted plain brown from the switch down. Is this correct?

Answer; Your car is correct as Buick only painted the Ignition switch assembly and the Heater with the Wrinkle Finish. The steering column was the "Plain" "tobacco Brown", it's entire length.

Question;

How do you replace the front section of the emergency brake cable? Both ends are too large to go thru the hole in the frame. I have a '37-46C.

Answer;

On 1937 Buicks (All series) the emergency brake front cable is removed very easily, after you do a lot of cleaning. It pulls forward, thru the center of the "X" Frame, but only after you remove all attachments on the end of the cable and "Dig" all the mud and grease from the small hole. I have found that if you wire brush everything on the end and then soak the threads, it will come off fairly easy. If you try to remove the ends in their "Dry State", you will break the end off the cable. If you break it, you then will need another cable. They are very hard to find so I would suggest you take your time while disassembling the parts.

Question;

I have a problem regarding the convertible top hardware assembly on my 37-40C. Because of rust the assembly was completely disassembled. I believe that all the parts are there but it would be helpful to have a diagram or picture to assist in putting the pieces back together. Do you have any suggestions? Also, is there information available yet as to patterns and details pertaining to the correct design and measurements of the upholstery for my car?

Answer;

There are two sources, that I know of, that would help in the reassembly of your top. The first is the "Master Parts List of Body Parts" for models 1928 to 1941 Inclusive. In this book are shown three photo breakdowns on the convertible top assembly. The second source is the "Manual of Construction and Service" from Fisher Body. It covers all GM cars of the period, but shows some very good photos on the top and how it works. This book is currently available thru Crank'en Hope Publications, 450 Maple Ave, Blairsville, PA 15717. 412-459-8853. He also had the Body Parts Book, but says he is no longer doing it because of "Demand"

As to upholstery Design and measurements..I know of nothing that is available. You will probably just have to look at other cars and copy theirs. There are several nice cars around you could look at. You might check with the Club Office (Bill Olson) for a list of members nearest you that own these models.

Dave



TECHNICAL TIPS



STROMBERG "AA-2" CARBURETOR

STROMBERG NO. A-18382 (CODE NO. 7-13) BUICK SYMBOL 1298607

HEAVY-DUTY AIR CLEANER STR. NO. A-18452 (CODE NO. 7-15) BUICK SYMBOL 1299454

SIZE: 1-1/4" DUAL D. D. 4-HOLE FLANGE.

REPLACE WITH AAV-2 EQPT. J-5864
AND AAV-26 EQPT. J-9673

1937
BUICK

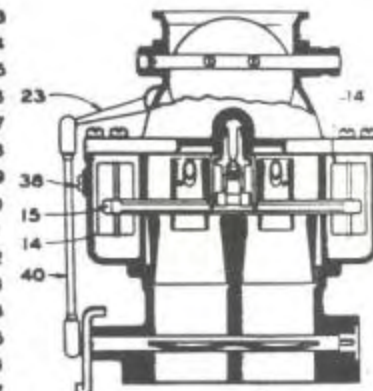
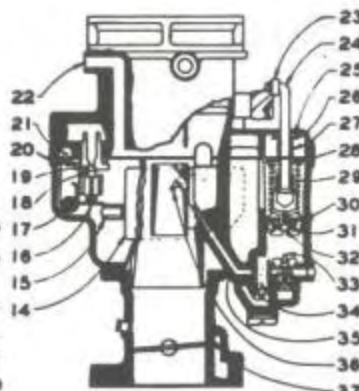
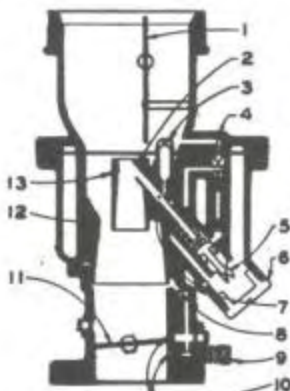
MODELS

60, 80, 90

3-7/16"x4-5/16"—8 cyl.

PARTS ILLUSTRATED

1. Choke Valve
2. Main Discharge Jet
3. High Speed Bleeder
4. Idle Tube
5. Main Metering Jet
6. Main Discharge Jet Plug
7. Main Discharge Jet Gasket
8. Idle Air Bleeder
9. Idle Needle Valve
10. Idle Discharge Holes
11. Throttle Valve
12. Primary Venturi
13. Auxiliary Venturi
14. Float
15. Float Lever
16. Float Needle Valve Clip
17. Float Fulcrum Pin
18. Float Needle Valve
19. Float Needle Valve Seat
20. Float Hanger Gaskets
21. Float Hanger
22. Float Chamber Vent
23. Pump Fulcrum Arm
24. Pump Piston Link
25. Felt Dust Washer
26. Retainer Washer
27. Dust Washer Spring
28. Spring Retainer Washer



29. Pump Duration Spring
30. Pump Piston
31. Pump Expansion Spring

32. Pump Relief Valve
33. Power By-Pass Jet
34. Pump Inlet Check Valve

35. Pump Discharge Channel
36. Pump Discharge Nozzle
37. Spark Control Hole

38. Fuel Level Sight Plug
39. Throttle Stop Screw
40. Pump Rod

Note—Specifications below are for latest production, previous major changes listed on Parts Page.

FUEL LEVEL—Measure 5/8" below top surface of float chamber (without gasket) or level with bottom of the level sight hole. To correct fuel level, hold air horn in inverted position. Place Tool T-24971 on gasket. Tops of floats should be flush with tops of vertical guides, which will give approximate fuel level; change if necessary. Sides of floats should be parallel to guides of tool without drag.

MAIN METERING SYSTEM—Venturi 1-3/16"; Main Discharge Jet No. 28-32 P-22428 (Tool T-24967 use new P-22602 lead gasket assembled on upper shoulder of main discharge jet); High Speed Bleeder No. 64 (P-22369); Main Metering Jet .052" P-22660, .051" used with heavy-duty air cleaner (Tool T-24924); (Tool T-19099) used with Main Jet Plug; Main Metering System controls the flow of fuel up to approximately 70 to 75 M. P. H.

POWER SYSTEM—Combination Power and Pump By-Pass Jet No. 63 P-19447; Pump piston to rest on seat of by-pass jet (less over-travel) with throttle valve opened 13/64" + - 1/64" (measure with shank end of 13/64" drill) adjust by bending pump fulcrum arm at ball joint end. The Power Jet is brought into action at approximately 70 to 75 M. P. H.

ACCELERATION—Pump Discharge Nozzles No. 65: Pump capacity 13 to 17 c.c. per 10 fast strokes and 28 to 32 c.c. per 10 slow strokes (Maximum setting) (Tool T-24972). Pump action takes place during acceleration period only.

IDLE SYSTEM—Idle Discharge Holes No. 56-58; with throttle valve fully closed and No. 56 drill in idle hole, edge of valve is located .022" + - .004" from No. 56 drill; Idle Air Bleed No. 54 (in throttle body) and No. 70 (in idle tube); Idle Tube No. 55 P-22807. **Adjustment:** Adjust to smooth running one barrel at a time, OUT to make richer and IN to make leaner. Throttle at 7 to 8 M. P. H.

VACUUM SPARK CONTROL—With throttle fully closed and No. 64 drill in spark hole, edge of valve is located .085" + - .004" from No. 64 drill.

FLANGE GASKET—P-18165.

**SPECIAL TOOLS MENTIONED ABOVE
CONTAINED IN TOOL KIT SER-459
SEE FORM 10-265A**

THERE WILL BE A FEW PAGES ON STROMBERG
1938 AAV CARBURETORS IN THE NEXT ISSUE.

Modern Living



REVISITED



Doug Nelson's Reaction Upon Finding Himself the Fictional Hero of "Modern Living in 1938" in Issue 4.

Dear Bill

Great article on "Modern Living in 1938." I thoroughly enjoyed your "embellishments" to my pictures. A couple of comments: I am fortunate to be able to live on a small acreage in rural Salem -- I was raised on a farm and I guess the farm will never leave me. The "service station" is actually a 1925 garage that I moved on to my place. It was destined to be torn down to make way for an office expansion in Salem and I rescued it. I have been collecting service station items for some time at swap meets, etc. The '38 sport coupe lives and "rests" in the service station when I am not driving it. Behind the station is my "bone-yard" or "non-commercial" wrecking yard, hidden by fences and trees. Real wrecking yards are getting hard to find so I have my own. I also have a very understanding wife who usually does not say anything when some new hulk appears.

Your story has certain elements of truth to it. I am in the real estate business and on occasion do go to California on trips to visit with clients. Unfortunately, I don't have the luxury of time to drive a 1938 Buick. I certainly wish we lived in a "slower" time.

I have owned my '38 Chevrolet for over 23 years, and dated my wife at the University of Oregon back in 1961-1963 in the car. It wasn't restored then, but was "fixed up," and a great little car to enjoy. I paid \$125 for it in good running condition. So my wife Kay has a claim to the car; it is actually part of the family.

I will send you more pictures of '37 & '38 Buicks. I intend to take a lot of pictures of these cars with interesting backgrounds - my brother's 1937 80-C is nearing completion and will be a fantastic automobile. Did you know the Oregon State Capitol building was built in 1938? It is a classic "moderne." I intend to shoot some pictures of it with the cars - perhaps another story for you to embellish.

Thanks again for the great story. I think you are doing a wonderful job as editor - keep it up, I look forward to every issue.

Sincerely,

Doug Nelson

P.S. The city in California is Nevada City: near Grass Valley, also near Donner Pass. Well worth your time to visit if you are ever in the area. It is filled with antique shops and has a famous old hotel still in operation.

*great letter!
Thanks, Doug!*



Another great Doug Nelson scene.



Notice how carefully Doug has arranged this scene, using exactly the same kinds of grass, trees, and dog as might have been found in Oregon in the year 1938. Great work!

And how about this ?



Another Pacific Northwest Beauty:

Lauren Matley's 1937 40C





FUN WITH RACHEL!



1803 Norton Place
Steubenville, Ohio 43952
October 31, 1984

1937/38 Buick News Bulletin
William E. Olson, Editor
842 Mission Hills Lane
Worthington, Ohio 43085

Dear Bill,

I am enclosing my 1984-85 Membership Application and also my check for \$20.00 for the dues. Thanks for marking the cover with the "red X". Otherwise, I would have gone on thinking that I had already paid my dues. I did, but not for 1984-5.

While I have the paper in the typewriter, let me share some of my experiences with "Rachel", my 1938 Buick Special Business Coupe.

I bought her at a Kruse Auction on March 17, 1979. Five years and four more cars later, you might say that I really got involved in "Antique Cars".

I sort of had a plan in mind when I attended that auction. For my first car, I decided that while it would be good appearing, that it would not be perfect or "show quality". The reason for this is that I wanted to drive it and enjoy it rather than showing it for trophies.

Next, I wanted it to be a good and safe touring car with hydraulic brakes and also to be dependable and comfortable for some long driving.

Also, I wanted no insert roof (to leak) nor did I want any wood in the body, to rot or to cause doors to sag, etc.

In addition, I wanted a car that was not so common as a Model A Ford (I bought one of these later) but yet popular enough so that parts were not an insurmountable problem.

Well, my wife and I drove from Steubenville to Pittsburgh the morning of the auction with our checkbook and letter of credit in my pocket. We were eager with anticipation.

When we first entered, a cream colored 1938 Buick Coupe caught my eye. Unfortunately, her lot number was 105, so it late in the afternoon when she crossed the auction block. The bidding was spirited and my blood pressure probably crossed the 200 mark. But when it was over, the Buick was mine.

After settling-up with the cashier, I then went to the parking area to pick up the car. I drove it home without incident.





PROUD 1938 OWNER



Sure, there were some things wrong, (one headlight and a broken horn ring) but she ran like a top. And boy, did I get the attention from other drivers and also people along the street. What an ego trip.

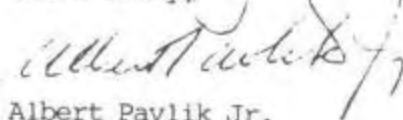
In retrospect, five years later, we've fixed the lights, and found a NOS Horn ring and had the engine rebored and overhauled. In between, we drove to the Buick Nationals at Cedar Point in 1981 and also to Columbus, Ohio in 1983 and most recently over 1200 miles on the Glidden Tour at French Lick, Indiana. In addition there have been many shows and parades. Further, she is driven almost daily in good weather from Spring to Fall.

What I like best is that she is always ready and waiting. She starts right off without any fussing and I feel as comfortable and secure as when driving my modern cars.

I have to admit to an inferiority complex when I read about the experiences of some of the other members who rescued their cars from the crusher (or found them in a barn) and then did a frame up restoration. I wish I had their talent and their perserverance to get it done. But since I don't have these, nor the tools, or the place to work on them, I guess that I'll just have to settle for the thrill of driving my "Rachel" and the pleasure of seeing all those heads turn with their friendly waves and compliments.

Now that I have paid my dues for 1984/5 and have made my contribution (literarily speaking) I think I'll settle back and look forward to receiving the future issues for this year.

Yours truly,



Albert Pavlik Jr.

I enjoyed this letter because Albert's motives and goals -- and, I guess I'd better add, abilities -- were and are very similar to my own. And I think a number of other members will feel the same way. You don't have to be a world-class mechanic, or have your own paint shop, or have a 98-point prize winner, to get a lot of pride and pleasure out of a car like this one. Al set and achieved an attainable goal: satisfaction and fun, not to mention a little ego-boosting. He didn't say why he named the 46 "Rachel." Those of you who are students of the Old Testament may look up the Biblical Rachel and find there one possible reason. Now, while Albert is taking it easy for the rest of the year and having fun with Rachel, the rest of you had better get busy with some stuff I can print.

-Bill





Long-Timers and Happy Heirs

Writing the little story about Don Huff in the last issue got me thinking that the Club has a number of members who have owned a particular car for a long period of time, and some who have inherited what now may be family heirlooms. I have compiled the following list from my membership information. It shows the members who have owned a '37 or '38 Buick for 20 years or more, and those who have been the fortunate beneficiaries of legacies. Since not all members have favored me with this kind of information, the list is not necessarily complete. Editor's applause to all these veterans.

Don Huff (#261)
Woodland, CA
'37 61
48 years

George Gerberick (#136)
West Covina, CA
'37 66
27 years

Howard Madison (#476)
Napa, CA
'38 41
20 years

Paul Culp (#508)
Perkasie, PA
'37 68
44 years

Mel Watson (#048)
Bellingham, WA
'38 66S
25 years

Karl Anderson (#047)
Berryville, VA
'37 46C
20 years

James Childs (#022)
Hyattsville, MD
'38 60C
36 years

Sebastian Macaluso (#177)
Harriman, NY
'37 81
23 years

Panos Georgopulo (#040)
New York, NY
'37 90
20 years

Jess Geer (#133)
New Liberty, IA
'38 46C
31 years

James Hultman (#247)
Minneapolis, MN
'37 81
23 years

Family Cars
Justa Kuebler (#233)
Downers Grove, IL
'37 47
In family since new.

James Cannon (#280)
Shawnee, KS
'38 67
30 years

Brian Hamilton (#394)
Seahurst, WA
'38 41
23 years

Art Karpinski (#063)
Auburn, NY
'37 41
In family since new.

C. W. Edwards (#507)
Carson City, NV
'37 47
30 years

Howard L. Dennis (#495)
Fleming, OH
'37 41
22 years

Keith Ladderud (#163)
Kent, WA
'37 46
In family for 30 years.

James Harris (#213)
Lubbock, TX
'38 41
27 years

Peter Monti (#090)
East Greenwich, RI
'38 41
20 years

Dave Lewis (#237)
Springfield, IL
'37 41
Father found abandoned
25 years ago.



STILL RUNNING STRONG!



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ITEMS BELOW APPLY TO BOTH 1937 AND 1938 UNLESS NOTED

MECHANICAL.....Master cylinders, \$75 exchange; Repair kits, \$8.50; Wheel cylinders, \$17.50; Repair kits, \$3.75; Brake Shoes, \$30.00/ 2 wheels, exchange; Brake Hoses, \$11 ea.; Stop Light Switches, \$4.95; Outer Front Wheel Bearings, \$13; Inner Front Wheel Bearings, \$19; Rear Wheel Bearings, \$25.50; Rear Axle Bearings, \$16; Rear Axle Oil Seals, inner and outer, \$6 each; Clutch Disc, \$40 exchange; Pressure Plate Assembly, \$55 exchange; Clutch Pilot Bearing, \$8.50; Engine Tune-Up Kit, (Contains, Points, Condenser, Distributor Cap, Rotor, Spark Plugs and Wire Set), \$42.50; 6 Volt Batteries, \$60; Battery Cable Ground Strap, \$6; Switch Cable, 1937-\$16, 1938-\$7.50; Starter Brush Repair Sets, \$4; Generator Brush Repair Sets, \$4; Full Engine Gasket Sets, \$40; Head Sets, \$30; Fan Belts, \$10; A.C. Gas Caps, \$6; Thermostats, \$6; Water Pumps, \$55 exchange; Radiator Caps, \$8; Radiator Hose, \$7.50 each; Fuel Pumps, \$55 exchange; Engine Paint, \$13 quart; Complete Engine Decal and Tag Set, \$25; Carter Carburetor Repair Kits, \$21.50; Choke Manifold Valve Return Spring, \$4.

RUBBER.....Door Weatherstripping, \$1.50 per ft.; Trunk Weatherstripping, \$28.50 each; Fender Welt, \$11/ 25 ft.; Gas Filler Grommet, \$7.50; Front Bumper Grommets, \$13.50 pair; Rear Bumper Grommets, 1937 - \$12.75, 1938 - \$16 pair; Tail Lamp Mounting Pads, 1937 - \$5.50 ea., 1938 - \$6.95 ea; Trunk Hinge Pads, \$9.85 set; Deck Handle Pad, \$6.50; Deck Emblem Pad, \$9.50; Front Parking Lamp Pads, \$7ea.; Battery Cable covers, \$4 ea.; Brake, Clutch and Park Brake Pad, \$4.95 ea.; Cowl Vent Seal, \$9; Front Vent Window Weatherstrips, \$35/ pair; Windshield Division Post, \$20; Windshield gasket, \$42; Rear Glass Seal, \$42.50; Window Channel Kits, 2-door sedans & coupes, \$98, 2-door convertibles, \$45, 4-door sedans, \$110.

SUSPENSION.....King Pins, \$28/ set; Upper Pin kits, \$35; Lower Pin Kits, \$30; Lower Control Arm Shafts, \$45; Front Stabilizer Repair Kits, \$9.50/ pair; Tie Rod Ends, \$16.50; Rear Radius Rod Bushings, \$11/set; Front Shocks, \$75 each exchange, Rears, 1937 - \$60 each exchange, 1938 - \$75 pair; Rear Shock Links, \$19/ pair.

TRIM.....1937 Steering Wheels, \$200 to \$225; Door Sill Plates, \$35/ pair; 1937 Grill Emblem, \$25; Grill Ornament, \$25; Front Parking Light Lenses, \$17.50; Exhaust Deflectors, \$13.50; Bumper Bolts, \$4.

PLASTICS.....Headlight, Throttle, Cigar, Wiper, Ash Tray, Window Crank Knobs, \$6 each; Radio, Heater Knobs, \$11/pair; Window Handle Rings, \$3.50 each; Door Lock Buttons, \$2; Gearshift Knobs, \$16; Glove Box Ring, \$7.50; 1937 Horn Plastic, \$19; 1938 Window Frame Trim, \$10; 1938 Maplight Covers, \$35.

LITERATURE.....1937 Shop Manual (full size), \$25, Owners Manual, \$7; 1938 Shop Manual, \$15; Owners Manual, \$7; Fisher Body Manual, \$15; 1928 thru 1946 inclusive Chassis & Body Parts Book, (2 volumes, 540 pages), \$50.

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14 MOUNTAIN AVE.
SOMERVILLE, NJ 08876
(201) 685-0581

CECCHINE AUTO RESTORATION SERVICE
AND SUPPLIES



PARTS FOR SALE



NOTE: All parts are 1937.

NOS Horn ring--\$75
 15 & 16 in. trim rings,
 excellent used--\$20 each
 Radio, working--\$125
 Radio, not working--\$100
 Auxilliary speaker--\$75
 Front bumper, needs plating--\$35
 DeLuxe heater--\$40
 AA-2 Carb (no choke)--\$75
 NOS Fuel pump #518 for 60 series
 with new kit--\$45
 Used fuel pump-60 series--\$25
 AA-2 carb incomplete--\$30
 663Y distrib.-series 40-...
 used--\$30
 NOS Packard wires--\$20
 Used water pump-40 series--\$20
 NOS starter switch--\$35
 Fuel pump-rebuilt-40 series--\$35
 Starter-rebuilt-40 series--\$75
 NOS Voltage reg.-40,60 ser.--\$35
 NOS gravel shield-40,60 " --\$120
 Century hood chrome, top side
 piece--\$20
 Pair headlights, complete &
 super excellent--\$150
 Rumble seat handle--\$50
 Trunk handle--\$30
 NOS locking outside door
 handle--\$35
 Same, used--\$15
 Used non-locking outside
 door handle, good--\$20
 NOS wiper trans.-40,60 series-
 pair--\$100
 Bumper guard (1)-good--\$20
 Top hold-down straps-leather-
 pair--\$25
 NOS number plate frames--\$10 each
 NOS center hood hinge-slight
 scratches-40 series--\$120
 Replated center hood hinge-40
 series--\$85
 NOS center grille molding-
 slight scratches--\$125
 Center grille molding-good--\$95
 Pair headlight rims & lenses-
 excellent--\$50
 Radio grille-good--\$20
 NOS parking light lenses (not
 repro)--\$25 ea
 NOS headlight rim--\$20
 Headlight lenses--\$15 each
 NOS taillight lenses--\$10 each

Speedometer & all gauges-
 real good--\$75
 NOS headlight switch-no knob--\$15
 Same-used-no knob--\$10
 Clock--\$15
 Sidemount covers & hardware--\$175
 Sidemount locks--\$25 each
 NOS license light-complete--\$125
 Marvel carb-good used-no choke-
 40 series--\$50
 NOS hubcaps (4)--\$60 each
 Hubcaps-Bill Hirsch repros-
 slight use(4)--\$50 each
 NOS center exhaust section-
 40 series--\$120
 NOS exhaust manifold-40 series--\$50
 Century rear end-complete-
 used--\$125
 Century transmission-used--\$100
 40 series transmission-used--\$75
 NOS large series distrib.--\$75-
 NOS bumper brackets--\$20 each
 Right runningboard-good but has
 rubber damage--\$100
 NOS muffler in Buick box--\$75
 NOS tail pipe-40,60 series--\$35
 NOS front pipe-40 series--\$30
 NOS steering shaft-40,60 ser.--\$125
 NOS front shocks--\$120
 Rebuilt front shocks--\$75
 One NOS rear shock-forget which
 side--\$50
 Radiator-used--\$40
 Rear fenders-good used-40,60
 series--\$150 pair
 NOS water temp gauge--\$30
 NOS amp gauge--\$20
 NOS gas gauge--\$20
 NOS oil press.gauge--\$20
 Pedal pads-new--\$10 pair
 NOS starter armatures-40,60
 series--\$25 each
 Air cleaner-used-40 series--\$25

PLEASE ADD 10% SHIPPING TO ALL PRICES

DICK DER MARDEROSIAN (#260)
 125 Strasser Avenue
 Westwood, MA 02090
 617/326-4306 after 7 PM EST

EDITOR'S NOTE: Dick says he got all
 this great stuff together and cat-
 aloged because he had to paint the
 inside of his garage! I want every-
 one to paint his garage, too!
 THANK YOU, DICK.

PARTS FOR SALE

Parts For Sale;

38 AAV-1 Carb \$100.00
 37 Small Series Air Cleaner,
 Small Dents, \$25
 38/40 Trans \$125
 37/40 Series Internal Door Parts,
 Window Tracks, Locks, Latches Etc.,
 Write Needs.
 38 Original, non-working Radio \$75
 37 Original, non-working Radio \$75
 38 16" Rims, 40 Series \$35 ea.
 38 16" Rims, 80 Series (1 only) \$35
 38 40 Ser Hood \$100
 38 40 Engine Splash Pans, \$50 pr.
 38 Headlights, Complete Originals \$200 pr.
 38 Horn Button Assembly, less ring \$35
 38 and 37 Steering Wheel Cores \$40
 6-Volt on/off Switch. Good for Fog
 Lights. New \$6.00 ea.; Ivory Knob
 NOS Headlight Bulbs \$5 ea.

Several Parts Cars for body sections. Write
 your needs.

Dave Lewis
 3825 South Second St.
 Springfield, Ill 62703
 217-529-5290

FOR SALE

1937 & 1938 sidemount emblems,
 NORS. Cast in solid bronze from
 a mint original. Triple chrome
 plated with the letters painted
 black. Due to the limited number
 I had made, and the hand work
 involved, these are priced each @
 \$50 plus \$5 for shipping & hand-
 ling, or \$105 shipped for a pair.
 Postal money order or UPS-COD
 only. Satisfaction guaranteed.

Also have some pairs of restored
 Trippe lights. SSAE for prices &
 information.

JIM WALLACE (#283)
 16438 Gilmore Street
 Van Nuys, CA 91406

SERVICES OFFERED

Diecast trim parts welded--DON'T
 THROW THEM AWAY-FIX THEM! SSAE
 with good description of part and
 break for estimate. Good work at
 reasonable prices.

GREG MARSHALL (#148)
 14161 Riverton Circle
 Westminster, CA 92683

FOR SALE

Four 15" Century wheels.

DICK STOTT (#107)
 8517 Alpha St.
 Celina, OH 45822

FOR SALE

Have 1937 Century model 61
 parts car with non-running
 engine-no sidemounts. Please
 write needs with SASE.

PAUL CULP (#508)
 R.R.#2, Box 411
 Perkasi, PA 18944
 215/249-3166

FOR SALE

1937 front center "sharktooth"
 grille guard with all attaching
 brackets and bolts. Use as is,
 or rechrome for show.
 \$75, plus \$5 shipping.

MIKE EAGLESON (#397)
 73 Douglas Road
 Glen Ridge, NJ 07028
 201/748-3216

FOR SALE

Four after market 1938 hub
 caps; mint shape and same as
 original except that the word
 "Buick" is spelled wrong.
 All four for \$75.

DON LOBNER (#378)
 R.R. 1, Box 124A
 Olathe, KS 66061



NEW MEMBERS



WELCOME TO:

C.W. Edwards (#507)
 P.O. Box 1283
 Carson City, NV 89702
 '37 '47 (two)

Richard M. Hollar (#510)
 640 North Bend Rd.
 Baltimore, MD 21229
 301/747-0661
 '38 '46S

Paul B. Culp (#508)
 RR#2, Box 411
 Perkasi, PA 18944
 215/249-3166
 '37 '68 '38 '61

David A. Siatta (#511)
 8415 W. Gregory
 Chicago, IL 60656

Joel Palmer (#509)
 3926 Lucy Rd.
 Millington, TN 38053
 901/872-7106

Ray Cimarosti (#512)
 14345 Colpaert
 Warren MI 48093
 '38 '41



PARTS FOR SALE



Group	Part #	Description	Qty in stock	Price each
0.283	1285035	37/38 ser 40 valve guides	5	\$ 2
0.296	1295704	37/38 ser 40 intake valves	8	6
0.306	1323240	37/38 all inner vavve springs	10	2
0.333	1303840	37/38 ser 40 rocker arms	8	5
0.333	1303842	37/38 ser 60,80,90 rocker arms	5	5
0.603	1393817	37/38 ser 40 connecting rod	2	25
0.629	1394063	37 ser 40 std. piston & pin	4	25
0.629	1394068	37 ser 40 .020 over piston & pin	2	25
0.799	954175	37 all clutch release bearing	1	15
0.865	1296817	37/38 60,80,90 clutch spring	3	3
0.886	1298386	37 ser 60,80,90 clutch plate & facing	1	35
1.767	1258971	37 all oil filler cap	5	3
1.803	1505485	37 all oil pressure gauge	1	15
2.681	920912	37 all tail light bezel	4	15
2.682	920892	37 all tail light lens	4	10
2.700	920732	37 all rear lamp lens	3	10
2.709	5932907	37 all outlook lens	1	4
2.709	922042	38 all outlook lens	4	3
4.649	1393065	37/38 ser 80,90 master cyl.kit	4	12
8.309	1304863	38 all runningboard molding clip	25	75¢

All parts are NOS Buick in mint condition.

Please add 10% per order for shipping; \$1.50 minimum.

RAY RIDDICK (#506)
38 Prescott Drive
Chelmsford, MA 01863
617/251-3444

EDITOR'S NOTE: It's working! Don Gust told me he had a terrific response to his ad last time. And here we have more real fine ads. To you who took the time to sort and list for sale some good stuff, to help out your fellow members: THANK YOU! THANK YOU!



ATTENTION !



Due to a recent increase in the cost of making photocopies, and to my lack of interest in losing money, I regret to announce that effective immediately:

- ★ Back issues will cost you \$2.50 each; ★
- copies of pages will be 6¢ per page. ★

Sorry to do this again so soon. It has also been insisted by Editor's Wife that I announce (although not with regret) that this is her Birthday Issue, and furthermore, that since she is just as old as my 1937 Buick, she must be just as good, and moreover, that is why I have not, and ought not to, throw her out to devote all my attention to the *#@***!! CAR!!

— Bill

PARTS WANTED

WANTED

For 1938 Century:
Front bumper & guards.
Left & right brackets {frame
to sidemount fender} or
fabricated units.
Left & right runningboards.
Note: I will attend the Carlisle,
PA show April 19, 1985.

PAUL CULP (#508)
R.R.#2, Box 411
Perkasie, PA 18944
215/249-3166

WANTED

Rust-free '38 model 41 body
(Special 4-dr. trunk back), in
one piece or disassembled; or
will buy whole car..Running car
not necessary.

JIM CAMPBELL (#134)
Box 442
Perry, MI 48872
517/675-7150

-or-

DAVE LEWIS (#237)
3825 South Second St.
Springfield, IL 62703
217/529-5290

WANTED

A pair of doors for 1938 46C.

DON ALLRED (#405)
811 South 116th Street
Seattle, WA 98168
206/248-1145

WANTED

For 1938 Buick coupe:
Accelerator pedal, clutch and
brake pads.
Front end nose chrome strip.
Rear bumper gravel shield.

DON LOBNER (#378)
R.R. 1, Box 124A
Olathe, KS 66061

Parts Wanted:

NOS Generator for 37 Buick #918E
NOS Hood Ornament for 37 or 38
Tool Kit for 37 or 38
Removable Center Door Posts 37/80C
Center Front Bumper Emblem 38
37-80 Carb & Air Cleaner
Dave Lewis
3825 S. Second Street
Springfield, Ill 62703
217-529-5290

WANTED

Does anyone have a 1937 model 47
parts car? I need a firewall plate
(the one that shows the paint and
trim numbers, etc.) for my car.

BILL DE RIEUX (#481)
1630 Colonade Rd.
Knoxville, TN 37922
615/690-6647

WANTED--DESPERATELY!

Convertible interior rear view
mirror; '37 & '38 are the same.
(Also the same are '37 Cadillac
& '38 LaSalle convertible mirrors
if you have those.) With chrome or
rechromeable. Fellows, I really
need one to complete my car. Call
evenings collect.

MIKE EAGLESON (#397)
73 Douglas Road
Glen Ridge, NJ 07028
201/748-3216

WANTED

For 1938 model 90L:
Rear compartment clock.
Two rear seat ash trays and
cigar lighters.

GLENN L. SEYMOUR (#345)
8 Cedar Street
Potsdam, NY 13676
315/265-6985



I'M STILL SINGING THE SAME OLD SONG



To be effective, parts ads must be specific. When
sending in an ad, PLEASE state the year, model or
series, and describe accurately what you want or
have for sale. In particular, people are not going
to respond to a "wanted" ad if they can't figure
out what it is that you want, and I can't read minds.



CARS FOR SALE WANTED

CAR FOR SALE: 1937 model 41 (Special 4-door trunk back). Very solid and straight; no rust. Engine overhauled and chrome replated. Original interior. NOS grille; Buick heater; working 1937 radio; new wide whites, front floor mat, steering wheel. Needs paint, some rubber, wiring. Drive it home for \$3900.

WILLIAM NICHOLS (a former Club member)

4918 Chauncey N.E.

Belmont, MI 49306

616/874-9384 (evenings)

CAR WANTED: Ray Riddick (#506) who joined the Club recently, is seeking a 1938 Century. Who can help him out?

RAY RIDDICK

38 Prescott Drive

Chelmsford, Massachusetts 01863

617/251-3444 home; 603/881-1247 office.



1927
TO
1953

WIRING HARNESSES

MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. THE MOST AUTHENTIC REPRODUCTION OF G.M.: WIRE, CONSTRUCTION, AND BRAIDING. ALL WITH COMPLETE INSTALLATION LISTING. WE HAVE SPECIFICATIONS FOR MOST BUICKS, BUT WE CAN MAKE ANY HARNESS THRU 1954 WITH YOUR ORIGINAL SAMPLE. CUSTOM TURN SIGNALS, OPTIONS UPON REQUEST. ALSO WE HAVE WIRING SUPPLIES AND A BRAIDING SERVICE.

CATALOG - INFORMATION \$1.00



BOX 435
WAYNE, PA. 19087

Support Our ADVERTISERS

Reproductions 1919-1953

Interiors
Rubber



Bob's Automobilia

Catalog \$2

RD 2, Box 137
Annandale, NJ 08801
201-236-2403

NEW ITEMS ADDED TO OUR 1937/1938 LINE:

TRUNK LINER FOR 1937/38 SER. 41, TRUNK BACK MODELS W/O SIDEMOUNTS. PATTERN AS ORIGINAL, PADDED AND EDGED. VERY CLOSE TO ORIGINAL FABRIC USED. \$40.
1937-38 SER. 80 & 90 KING PINS. \$60.
1937 SER. 40 FRONT MOTOR MOUNTS 4PC. SET \$49.
1937-38 EXACT REPRO FRONT FLOOR MATS. TAKING ORDERS FOR NEW RUN. SEND DEPOSIT OF \$25 WITH ORDER. FULL PRICE: \$150 + \$8.50 SHIPPING. NEW BATCH WILL BE MADE WHEN WE HAVE 10 ORDERS.

ADD 10% FOR SHIPPING ON ALL ORDERS



QUESTIONNAIRE



PLEASE FILL OUT PROMPTLY AND RETURN TO

1937-1938 Buick Club
842 Mission Hills Ln.
Worthington, OH 43085



PLEASE READ AND ANSWER THE QUESTIONS CAREFULLY.

BULK RATE MEMBERS

Would you object to paying \$4.00 more per year for first class delivery? Yes ☐ No ☐

Would you drop out if bulk rate delivery were eliminated? Yes ☐ No ☐

Were you planning to switch to first class? Yes ☐ No ☐

FIRST CLASS MEMBERS

Would you object to total elimination of first class delivery, at an annual saving of \$4.00? Yes ☐ No ☐

Would you drop out if first class delivery were eliminated? Yes ☐ No ☐

Were you planning to switch to bulk rate? Yes ☐ No ☐

ALL MEMBERS

Would you approve of a more magazine-like format, of 28 or 32 pages with higher quality paper, if that increased dues by about \$2.00 per year? Like ☐ Don't Like ☐ Maybe ☐

Are you pleased with the present content and format? Yes ☐ No ☐

What do you think of a 40-page bimonthly? Like ☐ Don't Like ☐

What do you think of a 60-page quarterly? Like ☐ Don't Like ☐

Do you favor a discount for retired members on pension? Yes ☐ No ☐ Don't Care ☐

Would you qualify for such a discount? Yes ☐ No ☐

Would you like a membership card? Yes ☐ No ☐ Don't Care ☐



IF YOU WISH, WRITE YOUR NAME, ADDRESS, CLUB NUMBER AND ANY COMMENTS YOU MAY HAVE ON THE BACK OF THIS PAGE. YOUR VIEWS ARE VALUABLE AND HELPFUL. THANKS.





OPTIONAL

NAME: _____

CLUB NUMBER: _____

ADDRESS: _____

COMMENTS--Anything you'd like to say about the Club,
the newsletter, yourself or whatever:

Thanks for your help! - Bill.

WHEN
BETTER AUTOMOBILES
ARE BUILT BUICK
WILL BUILD THEM.

U S A
1933

